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SEPTUAGINT CIRCULATION.
Daily.
The number of complete and perfect copies of The Washington Times printed daily during the month of September was as follows:
September 1, 41,161; September 18, 40,826;
September 2, 41,161; September 19, 40,826;
September 3, 41,161; September 20, 40,826;
September 4, 41,161; September 21, 40,826;
September 5, 41,161; September 22, 40,826;
September 6, 41,161; September 23, 40,826;
September 7, 41,161; September 24, 40,826;
September 8, 41,161; September 25, 40,826;
September 9, 41,161; September 26, 40,826;
September 10, 41,161; September 27, 40,826;
September 11, 41,161; September 28, 40,826;
September 12, 41,161; September 29, 40,826;
September 13, 41,161; September 30, 40,826.

Total for the month, 1,271,536.
Daily average for the month, 42,354.

The net total circulation of The Washington Times (Sunday) during the month of September was 136,367, all copies left over and returned being eliminated. This number, when divided by 30, the number of days of publication, shows the net daily average for September to have been 4,545.

Sunday.
The number of complete and perfect copies of The Washington Times printed Sunday during the month of September was as follows:
September 4, 42,354; September 18, 46,471;
September 11, 45,590; September 25, 46,819.

Total for the month, 186,231.
Sunday average, 4,656.

The net total circulation of The Washington Times (Sunday) during the month of September was 136,367, all copies left over and returned being eliminated. This number, when divided by 4, the number of Sundays during September, shows the net Sunday average for September to have been 34,091.

In each issue of The Times the circulation figures for the previous day are plainly printed at the top of the first page at the left of the date line.

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Persons returning to the city may obtain prompt and satisfactory delivery of The Washington Times to their homes or offices by notifying this office either by mail or telephone. The Times will be delivered at the rate of cents a month or 7 cents a week. Telephone Circulation Department, Main 5200.

KEEPING INSURGENT HISTORY STRAIGHT.

One of the most illuminating of the recent political magazine articles is that in the October Outlook by United States Senator Jonathan P. Dolliver of Fort Dodge, Iowa. Its title is "The Forward Movement in the Republican Party," and its text is a recital of the achievements of Republican insurgency.

Naturally, Senator Dolliver devotes considerable space to Iowa, which was one of the first Republican States where insurgency, or progressiveness, developed, under the leadership of Albert B. Cummins, now the other United States Senator from the Hawkeye Commonwealth. Senator Dolliver's history of Iowa insurgency, however, needs a little editing.

Good friends of pure politics and clean government will rejoice in the fact that so able a statesman as Senator Dolliver is now fighting with all his many energies for progressive, Republican policies, but, at the same time, they will not forget that Senator Dolliver did not always hold the views he holds today. His conversion to insurgency has been recent, and, like recent converts to any righteous cause, he cannot refrain from preaching persistently the gospel whose beneficence has just burst upon his intellect.

Senator Dolliver writes of the candidacy of Mr. Cummins for the United States Senate in 1900, when the late Senator John Henry Gear was elected for his second term. After describing the campaign and the defeat of Mr. Cummins, Senator Dolliver makes this interesting observation:

It became evident that Senator Gear was probably the only man in Iowa who could have defeated Mr. Cummins. In the meantime a new governor (L. M. Shaw) had been elected, and when Governor Gear died, the question of appointing his successor arose.

Through an amendment to the constitution, providing for biennial elections, the Legislature which had come so near electing Mr. Cummins had its official life extended to the next regular session. Therefore some one had to be appointed who could hold the strength that Senator Gear had in the Legislature, or Mr. Cummins' election was sure to follow.

This is where Senator Dolliver's article becomes intensely interesting. Note the following carefully:

In solemn conclave the name of every conspicuous public man in Iowa was canvassed, the test of his ability being, not whether he had served the State faithfully, but whether he was prepared by training or experience for the high office, but whether, if appointed, he could hold his own in the Legislature at the ready elected in which the strength of Mr. Cummins had been fully demonstrated. The appointment of Mr. Cummins was not considered because he had offended and defied a power greater than the government of the State.

This is true. The Republican leaders in Iowa, acting for the power mentioned by Senator Dolliver—that power being the railroads—found a man who they believed could beat Mr. Cummins in the Legislature. Incidentally, he was a man qualified for the high office, but that argument in his favor was not considered.

He was appointed. It was so plain he would not only hold the Gear

strength in the Legislature, but would draw from the Cummins strength also, that Mr. Cummins was not a candidate against him.

The name of this man is omitted from the Outlook article. For the purpose of keeping insurgent history straight a record of it should be made. Therefore we present it herewith: "Jonathan P. Dolliver."

REAL STREET CAR REGULATION NEEDED.

Treatment recently accorded the people of the District of Columbia by the two local street railway companies is certainly sufficient evidence that the time has come for this community to get a "square deal" from the concerns that enjoy the privilege of furnishing its transportation—at a profit.

Why do we stand it?

Last winter these street car companies defeated a bill requiring them to issue interchangeable transfers, and we submitted.

Last summer they left their open cars in storage and tried to force us to use hot, stuffy cars. We protested and they brought forth open cars.

Last summer they calmly announced they would equip their systems with P. A. Y. E. cars from which the air is practically cut off at front and rear. We protested, and one of the companies—the Capital Traction Company—changed its plans. It bowed to public demand, and its new cars will be comfortable.

BUT IT HAD TO BE FORCED, BY POPULAR PROTEST, TO ADOPT THE TYPE OF CAR ITS PATRONS WANT.

The other company—the Washington Railway and Electric Company—has heard the same protest and has paid not the slightest heed to it. It has purchased a lot of new cars of the uncomfortable, objectionable type, and it has a lot more coming. It is installing them as rapidly as possible, and in the meantime the public suffers discomfort and the Interstate Commerce Commission continues its investigations to determine whether the new car should be used or condemned.

After the investigation has been concluded, even if the commission decided the new cars are not fit for use, we have no assurance that we can obtain relief. The efforts of the commission to prevent crowding of street cars in Washington have been set at naught by a court decision, and the authority under which it is looking into the P. A. Y. E. car question is provided in the same section of the same act under which the commission brought its crowded car prosecution.

If it attempts to tell the Washington Railway and Electric Company it cannot operate its new P. A. Y. E. cars or that it must make alterations in them, who knows but what another court decision favorable to the company will be the result?

The statute under which the Interstate Commerce Commission is given jurisdiction over the Washington street railways is a beauty. Observe its provisions:

That every street railway company or corporation owning, controlling, leasing, or operating one or more street railways within the District of Columbia shall on each and all of its railroads supply and operate a sufficient number of cars, clean and safe power, equipment, appliances, and service, so that the same as to give expeditious passage, not to exceed fifteen miles per hour with the city limits or twenty miles per hour in the suburbs, to all persons desirous of the use of said cars, without crowding said cars.

The Interstate Commerce Commission is hereby given power to require and compel obedience to all the provisions of this section, and to make, alter, amend, and enforce all needed rules and regulations to secure obedience. (The penalty for failure to obey the provisions of the section or the regulations of the commission is a fine of \$1,000 for each day an offense is committed.)

The difficulty which confronts the traveling public of Washington is twofold. First, the law providing for the regulation of the street railways by the Interstate Commerce Commission is indefinite in its provisions. Second, the Interstate Commerce Commission has so much work of far greater importance on its hands that it could never give the Washington street railways the attention they need, even if it had unquestioned authority to do so.

What we need is a public utilities commission, or a broadening of the powers of the District Commissioners over the street car companies. Such indefinite provisions as those contained in the section quoted should be wiped off the books. In their place should be written specific declarations providing just what the street car companies can do and just what they cannot do, and showing just where the authority of the public utilities commission or the District Commissioners begins and just where it ends.

Until we establish such a system of street railway control we are going to continue butting our heads into a stone wall, just as we've been butting them for the last three months as a result of the P. A. Y. E. car controversy.

HARD FIGHT PROMISED IN NEW YORK STATE.

The political atmosphere in New York State is clearing rapidly. Where a month ago conditions were chaotic, today they are assuming definite form. Lines are being drawn and opposing forces are being marshaled. Issues are becoming clear-cut. Within a week the fight between the Republican and the Democratic armies will

be on. That it will be waged relentlessly on both sides, and that the struggle for victory will be intense, is manifest.

On the one side will be Colonel Roosevelt, with his new, progressive Republican organization, a list of progressive candidates for State office, and a platform which it is hoped is broad enough for both progressives and regulars to stand upon. On the other side will be Tammany and the up-State Democratic organization, with a list of candidates probably as strong as could be mustered without Gurnor at its head, and a platform which should appeal strongly to voters.

The Democratic strength, however, is threatened by Hearst. In the past the New York publisher has been unfriendly to Dix, the Democratic candidate for governor. One of the reasons for the nomination of Stimson as the Republican candidate for governor was the possibility that Hearst would support him. If Hearst opposes Dix and supports Stimson, Republican chances of victory in November will be strengthened.

Undoubtedly the most interesting feature of the impending campaign will be the activity of Colonel Roosevelt. He has assumed the leadership of the Republican party in New York, and, with it, the responsibility for Republican victory or defeat at the polls. With his popularity in their favor, with a strong man heading the ticket, and with the possibility of Hearst support, it seems that, as the case stands today, the Republicans have the better of the argument.

UNJUST TO BLAME UNIONS FOR DISASTER.

Following a long and bitter controversy between the Los Angeles Times and union labor, the Times building has been demolished by fire caused by explosion. A score or more of people are reported to have lost their lives.

A great many unthinking persons will jump to the conclusion that the labor unions either ordered or countenanced an attack on the Times plant, and will condemn union labor as an institution for it. No such sentiment is warranted. There is no evidence that union labor is responsible for the disaster. There is not even any evidence that disgruntled, individual members of any union are responsible.

Justice to the cause of unionism everywhere, and to the individual unions that have been fighting the Los Angeles Times, demands that opinion as to the responsibility for the frightful accident be suspended until the facts concerning the disaster are known.

There should be at least a small grain of comfort in the reflection that the Saratoga convention was opened with prayer.

We can at least be assured that it won't be a gunshow campaign in New York.

T. R. certainly made the Saratoga chips fly.

Let us hope that Mr. Sherman will now resume the modest duty of making the Vice Presidency purely ornamental.

The death of Chavez suggests that perhaps, after all, it's just as well to cross the Alps by going under them in a tunnel.

It is not reported whether Cowboy Jim Dahlgren's statement that he once shot a man is a confession, a boast, or a warning.

The New York Democrats won't be able to make much capital of the Republicans' "boss-ridden convention," anyway.

PLAN SPEED CLASS FOR STENOGRAPHERS.

A new speed class in stenography will be established at the Business High School night school under the auspices of the alumni association.

This action was taken at a meeting of the executive committee of the association.

The services of a well-known shorthand instructor have already been procured, and classes will be held on Monday, Wednesday, and Friday evenings.

U. S. NAVAL EXPENSE TO BE \$128,300,000.

The estimates for the appropriations for the naval service during the coming year, as announced by the Navy Department, amount to \$128,300,000, which sum will cover the building of two battleships, two cruisers and several minor vessels.

The estimates for the coming year are smaller by \$30,000 and \$4,000,000 respectively than the estimates for the two preceding years.

Concert Today

By the Fifteenth Cavalry Band, at Potomac Drive, at 4:30 p. m.

G. F. TYRRELL, Director.

PROGRAM.

March, "Heimkehr".....Gunter Mervet.
Overture, "Calph of Bagdad".....Boloidien
Selection, "Offenbachiana No. 1".....Meyrelles
Serenade, Egyptian, "Amina".....Meyrelles
Waltz, "Española".....Waldoufel
Dance, "American".....Bendix
"Russian Fantasia".....Tobani
Intermezzo, "On the Bosphorus".....Linke
Serenade, "Les Millions d'Arlequin".....Drigo
March, "Girald".....Chambers
"The Star-Spangled Banner."

MAIL BAG WRITER SEES ABT THE MAIL.

Declares Americans Are More Appreciative of Music.

WASHINGTON CHOIR DOING GOOD WORK.

Noted Organization of the City Enlists Many Good Singers.

To the Editor of The Washington Times:

The American type, virile and active, expending its energy in commercial things, needs the stimulation of something else to offset this material side. It is the stimulation of the art which will arouse the gentler and introspective nature of an individual as well as of a nation.

Interest in art is increasing in all directions with us. A great stimulus has been the removal of duty from antique art. Paintings, pictures, and music are all having a greater appreciation.

In Washington, two years ago, there was a great gathering to see a week's exhibition of paintings. Last winter on one Sunday at the Metropolitan Art Museum, New York city, 15,000 admissions were paid, mostly by the working classes, for a Rembrandt exhibit.

In music, symphony orchestras are increasing, and no artist with gifts will lack an audience. The time will come when the arts will be nationalized, when the Government will support art galleries, musical conservatories, and opera houses, as is done abroad. And opera, eventually, because there will come the realization that spiritual gifts must be aroused in a nation as well as material striving.

Then the vision of the workingman will extend beyond his humble home, and he will be given the opportunity to see beautiful things in art, and to hear good music at little cost. Then our restlessness will cease, we will become more introspective, and from the ranks, possibly of the lowly, dominant spirits will arise: they will create, and from these a great American art will come.

For such ideals and pioneer work does the Motet Choir of Washington stand. It is the choir of the P. A. Y. E. singers accept as a stimulus the study of the best choral music of all educational and the programs are chosen, and officers and active members are chosen, and the choir is sustained by the public. Its public concerts are given to invited guests, and already the sustaining members have been generous.

To those who have the talent and necessary earnestness, membership to such an organization comes as a necessity.

OTTO TORNEY SIMON.

Danger in P. A. Y. E. Cars.

To the Editor of The Washington Times:

I desire to call the attention of the community generally to two dangers threatening passengers in P. A. Y. E. cars. These dangers have to do with the exit of the passengers, when required to leave at the front of the car.

In the first place in going to the front platform if one happens to be the leader in a procession of passengers or is very apt to be crowded against the brake which is in operation at the time in stopping the car. On more than one occasion I have seen injury barely averted, and only then because the passenger, being a man, had strength to resist the pressure exerted by those following him.

The other hazard, and the more dangerous of the two, arises from the liability of the motorman to raise the step before the passenger is well off it. The writer has nearly thrown himself from his car and has seen the same thing happen in the case of other passengers. The conductor rings his starting bell and the car starts, and the passengers are getting off at the rear, leaving it to the judgment of the motorman to raise the step before the passengers alighting at the front have reached the street, but with the motorman's other duties it is easy to see how a mistake as to this can be made, and many and serious accidents are bound to occur.

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